



#TechTipTuesday

Adjustment Basics

Before we begin, remember that identifying the problem is the first, and most important step in making adjustments. You must know what the kart is doing and what is causing the issue before you can adjust for it. So, keep this in mind while you're driving. For example... think to yourself "Does the kart lack drive off? Is the motor getting hot? Is the motor bogging? I'm probably RR tight." Once you diagnose the handling problem, then you can begin working on ways to improve upon it. Remember to try just ONE change at a time to help dial it in. You do not want to throw every adjustment at it and end up on the opposite end of the spectrum.

Tight - Last week we explained how there are two different conditions where the kart can be tight...

RR Tight - The kart is overloading the RR, so make adjustments to take the load from it. Common adjustments: more left side weight, more cross, less caster, less positive LF camber, move RR hub out.

LR Tight - The LR is being overworked. Common adjustments: less left side weight, less cross, more caster, more positive LF camber, less negative RF camber.

Push (understeer) - Rear of the kart is overworking the front. Common adjustments: more nose weight, more positive LF camber, less negative RF camber, increase rear stagger, softer front tires and/or harder rear tires.

Loose (oversteer) - Front of the kart is overworking the rear. Common adjustments: less nose weight, less LF camber, more negative RF camber, decrease rear stagger, harder front tires and/or softer rear tires.

Free - As explained last week, this is really what you're aiming for every time you hit the track. Don't change a thing!

Flat - Handling well, but slow. Common adjustments: more cross, more camber on both sides, more air, thinner tires, harder tires... just trying to "free" the kart up.

Now, these common adjustments are very vague, and apply to the entirety of the corner. If the kart is changing handling characteristics at either end of the corner (entry and exit), you have to adjust to find that happy medium. For example, a kart that is fairly loose getting in, but has a small push coming off should probably see a small decrease in cross weight percentage to resolve the issue.

Again, it's all in what you feel, and knowing what is causing the issue. Experience is key!